

(12) 按照专利合作条约所公布的国际申请

(19) 世界知识产权组织
国际局



(43) 国际公布日:
2005年5月12日 (12.05.2005)

PCT

(10) 国际公布号:
WO 2005/042938 A1

- (51) 国际分类号: F01P 1/06
- (21) 国际申请号: PCT/CN2004/000302
- (22) 国际申请日: 2004年4月2日 (02.04.2004)
- (25) 申请语言: 中文
- (26) 公布语言: 中文
- (30) 优先权:
200320110513.5 2003年10月28日 (28.10.2003) CN
- (71)(72) 发明人/申请人: 肖亨琳(XIAO, Henglin) [CN/CN];
中国江苏省无锡市锡山区东亭镇新明东路5号,
Jiangsu 214101 (CN).
- (74) 代理人: 上海专利商标事务所(SHANGHAI PATENT
& TRADEMARK LAW OFFICE); 中国上海市桂平
路435号, Shanghai 200233 (CN).
- (81) 指定国(除另有指明, 要求每一种可提供的国家保护):
AE, AG, AL, AM, AT, AU, AZ, BA, BB, BG, BR, BW,
BY, BZ, CA, CH, CN, CO, CR, CU, CZ, DE, DK, DM,

DZ, EC, EE, EG, ES, FI, GB, GD, GE, GH, GM, HR,
HU, ID, IL, IN, IS, JP, KE, KG, KP, KR, KZ, LC,
LK, LR, LS, LT, LU, LV, MA, MD, MG, MK, MN,
MW, MX, MZ, NA, NI, NO, NZ, OM, PG, PH, PL,
PT, RO, RU, SC, SD, SE, SG, SK, SL, SY, TJ, TM,
TN, TR, TT, TZ, UA, UG, US, UZ, VC, VN, YU, ZA,
ZM, ZW

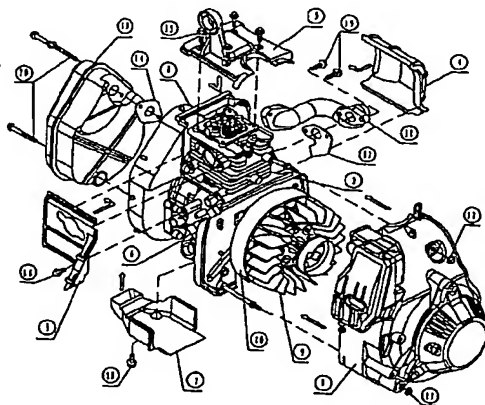
(84) 指定国(除另有指明, 要求每一种可提供的地区保护):
ARIPO(BW, GH, GM, KE, LS, MW, MZ, SD, SL, SZ,
TZ, UG, ZM, ZW), 欧亚专利(AM, AZ, BY, KG, KZ,
MD, RU, TJ, TM), 欧洲专利(AT, BE, BG, CH, CY,
CZ, DE, DK, EE, ES, FI, FR, GB, GR, HU, IE, IT,
LU, MC, NL, PL, PT, RO, SE, SI, SK, TR), OAPI(BF,
BJ, CF, CG, CI, CM, GA, GN, GQ, GW, ML, MR,
NE, SN, TD, TG)

本国际公布:
— 包括国际检索报告。

所引用双字母代码和其它缩写符号, 请参考刊登在每期
PCT公报期刊起始的“代码及缩写符号简要说明”。

(54) Title: A COOLING SYSTEM OF AN ENGINE FOR THE INSIDE OF A GENERATOR

(54) 发明名称: 一种发电机内部的发动机的冷却系统



(57) Abstract: The utility model relates to a cooling system of an engine for the inside of a generator, it belongs to the field of power apparatus. It mainly includes a cover for sucking cooling wind, a side cover of the engine housing, two side guiding plates provided in the upper portion of the engine and a cylinder head cover, two side main cooling breather chambers A, B are formed by the engine housing; a main cooling breather chamber C provided in the bottom of the engine is formed by a guiding plate provided in the bottom of the engine and the side cover of the engine housing; a double-chamber cooling apparatus of secondary cooling circulation chamber D is formed by a rear cover of the crankcase, the components as said above, a heat insulation chamber housing and a rear cover of the heat insulation chamber housing. The structure of the utility model is simply, compact and reasonable; although there are so many combination surfaces in the cooling structure, the structure is arranged reasonably to meet the demand for cooling the engine. It can ensure that the high-temperature regions of the engine are cooled in time, and therefore high efficiency for cooling the engine is achieved

[见续页]



(57) 摘要

本实用新型涉及一种发电机内部的发动机的冷却系统，属于动力装置技术领域。其主要采用吸冷风罩、发动机箱体侧盖、发动机上部左导风板、右导风板与发动机缸盖罩、发动机箱体构成发动机上部左右两个主冷却通风腔 A、B；发动机底部导风板与发动机箱体侧盖构成发动机底部主冷却通风腔 C；发动机曲轴箱后盖及上述部件与隔热腔箱体、隔热腔箱体后罩壳构成次冷却循环腔 D 的双腔冷却装置。本实用新型结构简单、紧凑、合理；冷却构造结合面较多，对发动机冷却要求却较为合理；能保证对发动机发热量大的地方进行及时冷却，做到了发动机的高效率冷却。